

AFFAIRS IN WASHINGTON.

Passage of the Pacific Railroad Bill in the House.

THE FESTIVITIES OF THE CAPITAL.

THIRTY-THIRD CONGRESS.

SECOND SESSION.

Senate.
WASHINGTON, Jan. 20, 1855.
The Senate is not in session to-day, having adjourned yesterday until Monday.

House of Representatives.
WASHINGTON, Jan. 20, 1855.
THE PUBLIC LANDS.

Mr. OLIVER, (whig) of Mo., introduced a bill amending the act of August last, reducing and graduating the price of public lands to actual settlers and cultivators. Referred to the Committee on Public Lands.

THE RECIPROCITY TREATY.
Mr. FOLGER, (dem.) of Me., from the Committee on Commerce, reported a bill amendatory of the act to carry into effect the late Reciprocity treaty with Great Britain. Referred to the Committee of the Whole on the State of the Union.

REVISION IN SEARCH OF DR. KANE.
Mr. WALKER, (dem.) of N. Y., presented a memorial from the Governor, Lieutenant Governor, State officers, and chairman and members of the Legislature of New York, in favor of an expedition to search for Dr. Kane.

THE PACIFIC RAILROAD.
The consideration of the Pacific Railroad bill was resumed.

Mr. JONES, of Tennessee, moved to lay it on the table. Negatively by a vote of 49 against 125.

The House refused to refer the whole subject to a committee of thirteen, by a vote of 71 against 117.

The quelling of the rebellion in the State of Texas, and the Grand Central Railroad and Telegraph Line from some point on the western boundary of Arkansas, Missouri or Iowa, between the thirty-third and forty-third degrees of north latitude, with two branches, one running to Memphis and the other to the most practicable point on the western shore of Lake Superior. Adopted—104 against 91.

Mr. McDOUGAL—Would it be in order to take action on the bill, to make it conform to the amendment of Mr. Davis?

THE SPEAKER—Not without unanimous consent, as the previous question is still in operation.

Mr. Davis, (of Ia.)—I desire to make a few verbal amendments.

Objections were raised.

Mr. McDOUGAL—I hope the friends of the bill will vote for this measure.

A VOICE—I hope they won't.

Mr. FOLGER, (dem.) of Pa., made an unsuccessful motion to amend the bill, so as to include the State of Texas.

Mr. WALKER, (dem.) of N. Y., moved the subject be tabled.

Negatively—79 against 122.

The bill was then referred to the roll for members to vote on agreeing to the substitute as amended, but by direction of the Speaker, ceased the bill, owing to the confusion of the House.

Mr. Davis—Have any of the gentlemen responded to their names?

THE SPEAKER—Four or five. The Chair has exhausted all peaceful means to restore order without effect.

Mr. RICHMOND—The confusion arises from members not understanding the proposition.

THE SPEAKER—That is not to be wondered at.

Mr. Davis—The confusion arises from members not understanding the proposition.

The substitute as amended, was agreed to, by a vote of 120 against 79.

After another ineffectual motion, made by Mr. Letch, to lay the bill on the table, it was read a third time, the vote being 104 against 97.

Pending the passage of the bill, the House adjourned.

Our Washington Correspondence.

WASHINGTON, Jan. 18, 1855.

A Grand Party in Washington—The Gathering at Corcoran's—The Senate—Letter of Rufus Choate upon the Smithsonian Institute.

All Washington has been alive with excitement during the past week, in anticipation of the grand party of the season, which came off to-night.

Mr. Corcoran, the great financier of Washington, leads the people here in fashionable societies, receptions and parties. It was a feast to-night to epicurean eyes, to look upon the rich dresses, lovely women and excellent deaux, who were gathered beneath the roof of the millionaire.

There were present to-night about three hundred guests, ladies and gentlemen, including the distinguished and elite of Washington City. In the company were noticed most of the foreign Ministers, most of the members of the Senate, and several members of Congress, being here represented every tongue and every clime, every beauty and every social grace, the vernacular of the Northern Saxon and the Southern Gaul, the fairer face of the colder latitudes, and the blooming summer tints of the sunny clime of the equatorial zone.

The guests were seated at round tables, and the abundance of Italy and Spain—while in a party as I have just suggested there was enough to gratify the eye and the appetite for show—there was also enough to furnish a fertile theme for the satirist, enough to give the world another edition of the "Gleanings of Europe," and enough to present to the world a "Variety of Vanities, all in Vanity."

Display, jewels and dress adorned the place of the race in such a party as this—being not which was the most worthy of admiration for their individual merits, but which could only be appreciated by the gaze and the feeling of the masses.

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LETTER FROM MR. SILAS E. BURROWS.

Visit to Japan—Interesting Particulars—The Collins Steamers.

TO THE EDITOR OF THE NEW YORK HERALD.

SHIP LADY PRINCE, HONG KONG, Nov. 10, 1854.

MY DEAR SIR—I have taken a trip to Japan in the ship Lady Prince, and been treated (without taking with me any military parade or strength to resist attack) with full as much hospitality and liberty of action as Commodore Perry received, who left Japan fifteen days before my arrival.

It is a most interesting country, and the Japanese a superior race of people to any Asiatic I have seen. Their coasting commerce far exceeds ours on the Atlantic coast of the United States. On two occasions I counted fleets of three hundred and thirty and two hundred and eighty junks, averaging, I think, about one hundred and thirty tons, and the Japanese say they have fifty thousand vessels from sixty to three hundred tons. The present treaty, as now made, will not be attended with any commercial advantages, and every device will be adopted by the Japanese to deter our ships from entering their ports; but I think they can be pleased, and eventually induced to open a trade with us, which will be attended with great benefit to the United States. But it will not be accomplished by sending ships of war there, with that case, in my opinion, that it will be going without military power, and showing them the advantage that a commercial intercourse with the United States would produce on the inhabitants and country.

I have never been among any people who were so soon Americanized as the Japanese; and if the Emperor had not interfered, and arrested the growing friendship, Jeddah would have been a home to all Americans.

The Japanese whom I returned to his country, named Dee-yeo-no-ake, perfectly charmed his countrymen by relating the kindness he received in the United States, and from me on the passage to Japan; he is the first Japanese who has returned to Japan from foreign lands, and he will do more towards opening an intercourse than all the ships of war and ministers we can send.

The Emperor and his minister would not confide in that foreigner; but Dee-yeo-no-ake, an educated man, will be believed. The Emperor sent for him to come to Jeddah, as soon as I left, but during my stay there, he was kept to aid me, by direction of the head men. Dee-yeo-no-ake was the only survivor of the passengers and crew of the junk that was shipwrecked and driven near the Sandwich Islands, where he was taken from the wreck by the American schooner Emily Parker, and brought to San Francisco, and it will ever be a source of great pleasure to me that I have been an agent for my country in returning him to Japan.

The Japanese articles you doubtless have seen in the exhibition at the Crystal Palace, were presented by Dee-yeo-no-ake, who was clerk of the owner of the junk and cargo, and who died on board. There were twelve other passengers taken from a shipwrecked junk into San Francisco, the history of whom is melancholy indeed. They remained in San Francisco near a year on board the revenue cutter, without any desire to go on shore, filling various situations in the vessel, and were a most excellent and fine looking set of men. Their only desire was to be conveyed to Japan. The United States government took charge of them and brought them to this place, where they were to return to their country with the fleet which was to be sent to Japan.

I am informed that they were kept here a long time, and for some cause became so dissatisfied at their situation, that, knowing something of the geographical situation of the country, they attempted to travel by land from Shanghai to a port on the China coast opposite Japan, from which they could cross to their country. They left Shanghai, and soon after getting into China were set upon by thieves and stripped of clothes and everything, and returned to the port, where they were furnished with clothing and started again, but have not since been heard from. One of the crew of that junk was in Commodore Perry's squadron when it visited Japan, but from some cause would not go on shore, although the Japanese used every influence to induce him to go with them.

When I reached Japan, in my arguments of the great advantages Japan would derive from a direct and constant intercourse with California; that they could become a great commercial nation, of great wealth and power; that Japan was about equal to England, Ireland and Scotland, who had been made great and powerful by commerce; and unless they became a commercial people their population, when it became great, must die from diseases—they replied, "But our sailors would all leave us. Dee-yeo-no-ake is the first man who has come back to his country. Where are all the other men gone that were in the other junks which Dee-yeo-no-ake tells us were in California? One of them, he knew, was in Commodore Perry's ship, but he would not come on shore; and till you returned with Dee-yeo-no-ake, we thought none of our people would come back to us again." Nothing can accomplish so much in bringing about national intimacy and friendship as returning all Japanese to their own country; and if they have been well treated when in a land of strangers, be assured the Japanese will duly appreciate it.

I have seen by the papers of the United States that a great discussion has taken place, both in and out of Congress, in relation to the Collins line of steamers, and that they had been pronounced by some of our government officials as inadequate for war's service. I am one of the oldest steamboat men in the United States. I have stood by the side of Fulton in his first boat propelled by steam on the waters of the Hudson; have built several myself, and on board my own steamer, have navigated the river of South America, which gives me practical knowledge. From being with Fulton and other pioneers in steam, I have progressively inspected and followed the success of most steamers which have been built in the United States, and I believe in maintaining the Collins line of steamers by the same national protection that England has extended to hers.

I do not believe in giving unnecessary monopolies or protection to any branch of business, but as an American traveler, now on the opposite side of the earth to you, and still no less proud of my country, and of the institutions which I believe in maintaining, I believe in the Collins line of steamers by the same national protection that England has extended to hers.

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believe the Collins steamers can be sustained except by the aid of the postal appropriation.

I have been surprised to see that some have decided that Collins' steamers are unfit for service in war.

What are the most necessary qualifications of a war-steamship? Surely, they are strength, speed, capacity for taking a large quantity of coal, stores, &c., as also accommodations for the officers and men.

Contrast the Collins steamers with those of the first class that the United States government have turned out, and what is the comparison?

The Mississippi, Commodore Perry's flag ship in the Japan expedition, has been considered as the first in rank of our war steamers; and, knowing the Mississippi, I have no hesitation in pronouncing her as unworthy for any voyage that requires coal for fifteen days, and her strength at least forty per cent less than the Collins steamers.

I have no objection to the Mississippi being held by the Mississippi to examine, but I am informed by the officers that she is destitute of one of the most important requisites for strength in all seagoing vessels, particularly steamers. The Mississippi is without covering, and without this, in my opinion, no vessel is seaworthy.

The Collins steamers are covered with six inch yellow pine plank, forming a protection to life and property about equal to the outside plating; and when the two equal coverings are assessed from the outer to the inner side, as the Collins steamers are, with copper bolts and treanels, you have a strength that the sea may battle against in vain—and the shores of old Ireland, as has been tested on two occasions, have failed to produce any injury.

Run the Mississippi against the Collins steamers, without ceiling, and the bottom timbers would give way like a basket.

Speed, one of the greatest requisites of a war-steamship, the Mississippi does not possess (although she was sent to Europe for the monarchs to look at); her steaming, when loaded ready for sea, is from five to six knots, and in the best trim from nine to ten.

One of the Collins steamers can tow her, either light or heavy, and she would not care if she were fifty times as large as the Mississippi, or if she could come and go from them when she pleased; and in time of war, it is the fast sailing vessels that effect important purposes.